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# The AUSTRALIAN U.F.O. BULLETIN

**The Victorian U.F.O. Research Society**  
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## Australia U.F.O. Bulletin

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This is the official publication of the Victorian U.F.O. Research Society

P.O. Box 43,  
Moorabbin, Victoria 3189  
Australia





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The Society welcomes reports of unusual Aerial Phenomena and evaluates each report on its own merits and if requested, reports will be held in the strictest confidence. The Society exchanges information with many similar Australian and overseas organisations, as well as scientists, and disseminates to the public, available information on the subject, which includes local, interstate and the latest overseas developments in its quarterly publication "Australian U.F.O. Bulletin," posted to all members. Address all communications to:

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First



Final



## Society History

1957

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered — this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

The Society had held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in General Meetings and maintains the largest U.F.O. library in the Southern Hemisphere, making books available by post, to members throughout the Commonwealth.

Membership of this Society — which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere — is open to all who are genuinely interested in the subject.



THE AUSTRALIAN U.F.O. BULLETIN.

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December, 1983

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Arkansas, 72127, U.S.A.

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UFO-nauts, like earthdwellers are reported to come in a variety of shapes and sizes. Most of the 'long-of-tooth' researchers will recall the early books on ufo's, especially those of Aime Michel, who wrote of "little sugar loaf men" looking as though they were wearing silver suits, and who were on occasions, met on country roads by farmers returning from their daily chores.

On at least one of these meetings, the ufo entities endeavoured to take a closer look at the earthling. I recall one case where the entity, who appeared to be wearing a helmet, much the same as our early astronauts, walked up close to a farmer, drew his head close to the helmet and muttered a grunting sound. It's probably needless to say the farmer dropped his tools and ran for dear life. The most recent report of UFO-nauts in silvery suits and alleged communications between UFO-nauts and Earthlings, leads us to reflect on some other outstanding encounters with humanoids.

This case, which was first investigated by VUFORS, concerned a motorcyclist on the highway about 10 miles south of Wodonga, near the border of Victoria and NSW, on the 24th August, 1967. The rider observed an object on the side of the road beside which were two humanoid figures who tried to entice him aboard. The man fled in fear, as most witnesses of close encounters do.

The Roswell incident in the U.S., known for the crashed saucers where both the craft and entities were recovered, is documented as finding entities allegedly clothed in some type of silver suit.

In 1972, here in Victoria VUFORS investigated a report where a lady had a close encounter with a UFO and described a "little man wearing a tin foil suit", he also beckoned to her, trying to persuade her to follow him.

Once again in 1980, we read of entities with rather large heads, dressed in silver suits, actually appearing to communicate with an officer on an Air Base in the U.K.

Were these close encounters really attempts at communication between UFO-nauts and Earthlings? Many such reports exist throughout the world. How much is true? Veteran ufologists have stated all along that Governments know more than they are willing to divulge. Will we ever learn the whole story?

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V.U.F.O.R.S. COMMITTEE WISHES YOU A

SAFE, HAPPY AND HEALTHY FESTIVE SEASON,

AND A PROSPEROUS NEW YEAR.

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## THE MELTON POLICE ENCOUNTER

by John Auchettl.

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### TULLAMARINE AIR TRAFFIC CONTROL

On the night of the sighting - 21st July, 1983, at about 1.00 am, the Melton Police Station's Sergeant, Barry Harman, contacted the Air Traffic Control Tower and informed them of the location of the UFO and was advised

"They had observed something on radar in the vicinity of Melton, only momentary, and that they were attempting to set their radar equipment in an endeavour to locate it".

Sgt. Harman said :

"The Police Air Wing then contacted me (Sgt. Harman) per telephone, stating that they had received information from Air traffic control tower concerning the craft, but they (police air wing) were unable to assist with an aircraft of the police air wing for a search".

### BUREAU OF AIR SAFETY INVESTIGATION

On the 1st August, '83 I had a meeting at the Melton police station with the Chief Inspector - Paul Hickman. The Department of Transport, (D.O.T.), Bureau of Air Safety Investigation had sent an Inspector, K. Doyle, out to meet and talk to the police officers who viewed the craft that night.

It was at this meeting, the D.O.T. inspector indicated that the staff in the tower that night had viewed the object in the area, as well as the first contact by radar.

He said: "As yet we have not been able to I.D. the object or receive any information on its origin".

The D.O.T. inspector indicated that I may be able to see the radar unit and control tower staff if I applied in writing to the Regional Director, Vic/Tas. Region, Melbourne.

On the 7th September, 1983, I received approval for a visit to the air traffic control facilities at Tullamarine.

### D.O.T. Investigation

The Department of Transport (D.O.T.) spokesman, Ken Williams, later indicated how their investigation was going.

He said: "The aircraft control tower at Tullamarine had received an occasional signal but not enough to identify the aircraft". We haven't a clue what it was - we are just as puzzled as the police. There was no known aircraft in the area at the time.

"The object was not picked up again on radar after the first contact because it flew too low in altitude. Air traffic controllers were monitoring all sightings which may be a hazard to aircraft".

### Air Traffic Control Talks

At this stage it should be stressed that the Department of Transport for the first time, were more than helpful with the Society. A great amount of assistance was offered by the staff of the A.T.C. facility and a responsive and concerned attitude prevailed in all our talks. My thanks go to the D.C.T. supervisor for his approval.

It was agreed and quite obvious that the radar facilities at Melbourne were inadequate and rather outdated for good UFO research as done in overseas countries.

### Radar Units

The units are outdated with respect to the modern facilities available in Europe and the U.S.A. The equipment is made in France under the title of "C.S.F. THOMPSON". There is no recording



equipment for information storage and the C.R.T. screens are still green fluorescence with no colour coding indicators.

The two radar units are linked to the one screen by a switching device.

The Long Range Mode - was built in 1967; has a range of 160 miles in divisions of 10 miles.

The Short Range Mode was built in 1973 - has a max. range of 40 miles in divisions of 5 miles.

To separate moving objects from solid fixed objects a "Moving Target Indicator" will display objects only if they move at a speed of 12 knots and over. It was indicated that it was hard to identify UFOs from known radar contacts such as bird masses, thunderstorms, metallic plots and ionisation effects.

Because of Melton's ground location and distance (22 km.12 nm) from the radar reflectors along with the angle of elevation of the radar beam, an object would have to be at an altitude of approx. 850 ft to fall into the radar beam (also called the main lobe).

A radar effect called side or minor lobing was the main reason the radar picked up the object in the early stages of the night.

Although we have been only officially told of one radar contact it is felt that more than one radar contact was made.

The "moving target indicator" would automatically wipe out the UFO when it stopped and hovered over the shopping centre but there was no explanation on why the radar did not pick up the UFO near the very high army radio tower at Rockbank.. and when it made its way over very high hills that reach a height of 1202m-1500m high.

The radar at Melbourne can pick up cars and trucks coming over the very high ranges as they deflect the beam back and because they are travelling at a speed greater than 12 knots the "moving target indicator" will show them up on the radar screen. It was suggested that the UFO would have to be at a height above 450 m or so before the side lobing effect of the radar beam would produce a good contact, but this could vary from place to place.

There was no doubt that a UFO was contacted, but that was all the information available for investigation.

#### The Melton UFO Description

As indicated in all the reports produced that night, it was agreed that the object seen first at about 12.40 am was very different to the object seen at 5.45 am by all the police station staff.

It was the police view that two or three objects were flying that night yet as a researcher of UFOs, I feel that there is a possibility that the first object is somehow an arm or part of the second object.

Let us describe the first object that was seen that night by the two constables as viewed by the police car spotlight before it moved off.

Also the last sighting seen by all at 5.45 am.

#### OBJECT 1 - By Constable Ferguson. (Fig. 2. 12.40 am)

"Tail section construction very similar to tubular steel, with a tail fin with a red stripe on the fin. There were two bright white lights on the front of the object and a flashing red light on the rear. The object looked like a gyro copter and was approx. 20 ft long. It made a whirling sound, not like a conventional engine or helicopter vane. It was hovering over the shopping centre. Most of the object was not seen because as soon as the light hit the structure it moved off".

#### OBJECT 1 - By Constable Ellens (Fig. 1 12.40 am)

"The light from the spotlight shone on its tail section that was of tubular framework construction with a fin at the rear. The



object had two bright white lights at the front and a single red light at the rear. The object made a low pitched humming sound quite different to a helicopter or aero engine".

OBJECT 2 by Constable Ferguson (Fig. 4 (5.45 am))

"The object came closer and eventually passed directly overhead; we shined the spotlight onto its underside and observed it to be of gun metal grey in colour and to have the appearance of a very large rubber raft with two lights inset in the front and two white lights on the rear and a red flashing light in the centre.

"The underside appeared to be slightly curved and the side was about 20 ft wide. The object made a low pitched humming sound and appeared to be travelling at about 70 to 80 m.p.h. This time it was illuminated by the spotlight".

OBJECT 2 - by Constable Ellens (4.30 am)

"We shone the spotlight onto the object and observed that it was about 20 ft in length with a flashing light at the rear and two white lights at the front".

"At this time we observed that there were now two bright white lights at the front and two at the rear of a smaller size and a flashing light was now under the object on the lower middle section.

"It appeared to hover at times.

- (Fig. 3 - 5.45 am)

"We shone the spotlight on the object and observed that it was not the same object that we had seen close up on the two previous occasions.

"This object was of a triangular shape with no wings. It was of a grey metallic colour and was approximately 30 feet in length, and twenty feet wide. It had a flashing red light in the lower section of the body and two white lights on the front which were very bright and two smaller white lights on the rear. It was very quiet and just gave off a low whirling sound. It passed over us both and then turned its lights off and disappeared from view.

"Several times when the object disappeared from view it reappeared several miles from where we believed it may have landed giving us the impression that it had landed and then turned its lights off and taken off with the lights off, turning them on again when it was clear of us.

"This could have also been due to there being two different objects in the area at the same time".

OBJECT 2 - by Sergeant Barry Harman (Fig. 6, 7, 8. 5.45 am)

"My immediate observation was that of two large white round lights very similar to lights of a motor car, approx. 40 cm in diameter and 3.5 metres apart. There was no noise audible when I first observed it. The object was similar to an inflatable life raft approx. 12 metres in length, with rounded sides and a shallow body of about 2 metres in depth.

"A red flashing light, not rotating, was situated in about the centre of the undercarriage. There was no visible wings or tail similar to an aircraft, nor was there any sound similar to an aircraft or helicopter. The only sound audible was that of a very quiet wind noise.

"As the craft passed by I observed 2 white lights similar to car headlights on the rear of the vehicle, closer together than those at the front and they were smaller than the ones on the front. I was unable to gain an impression of the shape of the contour of the top of the vehicle".

OBJECT 2 - by Chief Inspector Ray Hickman - (Fig. 5 - 5.45 am)

"We put the spotlight on it which showed it was grey about 30 ft (10 m) long and 20 ft (6 m) wide, which made it too big to be a gyro copter.



"It was a grey colour with white lights at the back and front and a red light on the top and underneath.

"It was moving very quietly at about 130-145 km/h (80-90 mph)".

R.A.A.F.

AIRFORCE INVESTIGATION FOLLOW UP -

The Air Force spokesman said:

"There is no doubt in my mind the police saw something, but what it is I cannot say. What is interesting is that so many highly reliable trained observers, by shining their lights on the object, were able to see something.

"It's probably someone getting in some sort of night flying, which I wouldn't recommend, because it's very difficult to get your depth perception at night and you'd probably end up hitting something.

"There was no military air activity at all in the Melton area at the time of the night in question, we just didn't have any airplanes flying .

"It could be an elaborate hoax and if someone is flying things around they will be back".

#### BACCHUS MARSH - MELTON "BIG BANG"

Apart from the pre-sighting of the object before the police encounter it was found that a mysterious explosion had rocked Bacchus Marsh at 11.40 pm on the 14th June, 1983.

Sen. Constable John McGeary of Bacchus Marsh said:

"It was a sharp, quick bang but there was no report of injuries or damage. One resident, Mr. Roger Leath said 'The whole town shook, it woke everyone up. It was deafening'.

"It was so loud everyone thought it was outside their own house".

Police said the explosion could be heard as far away as Melton.

A spokesman of The Bureau of Meteorology could not explain the explosion.

Tullamarine airport traffic control said they did not believe the noise was a sonic boom as it would not be permitted in the area.

The sound was heard at Ballan about 20 km west of Bacchus Marsh.

The police to date have investigated all quarries and areas where the explosion may have come from but nothing was located or found.

The locals agreed it seemed to be an air borne explosion of some sort.

Investigations have been called off apart from The Victorian UFO Research Society study.

#### CONCLUSION

To date no-one has found the craft, found a hoax or seen the craft come back.

The Department of Transport (D.O.T.) has not been able to locate any information on the UFO to close their investigation. This also applies to the police investigation.

I have met and talked to now on 34 people involved in this encounter. We have looked in every area that an aircraft or airship may land or hide. This work has accumulated over 200 miles of travel.

Every avenue of investigation has been looked at over the past 4 months yet I can only conclude that the object seen that night was a genuine UFO. Something of great importance happened that night and in my opinion, this encounter should be regarded as one of the greatest Australian encounters ever, and held up to the level of importance as the Frederick Valentich encounter is held now.

Until this UFO is found or Valentich is found both will remain a great mystery.

Research will still go on at all cost.

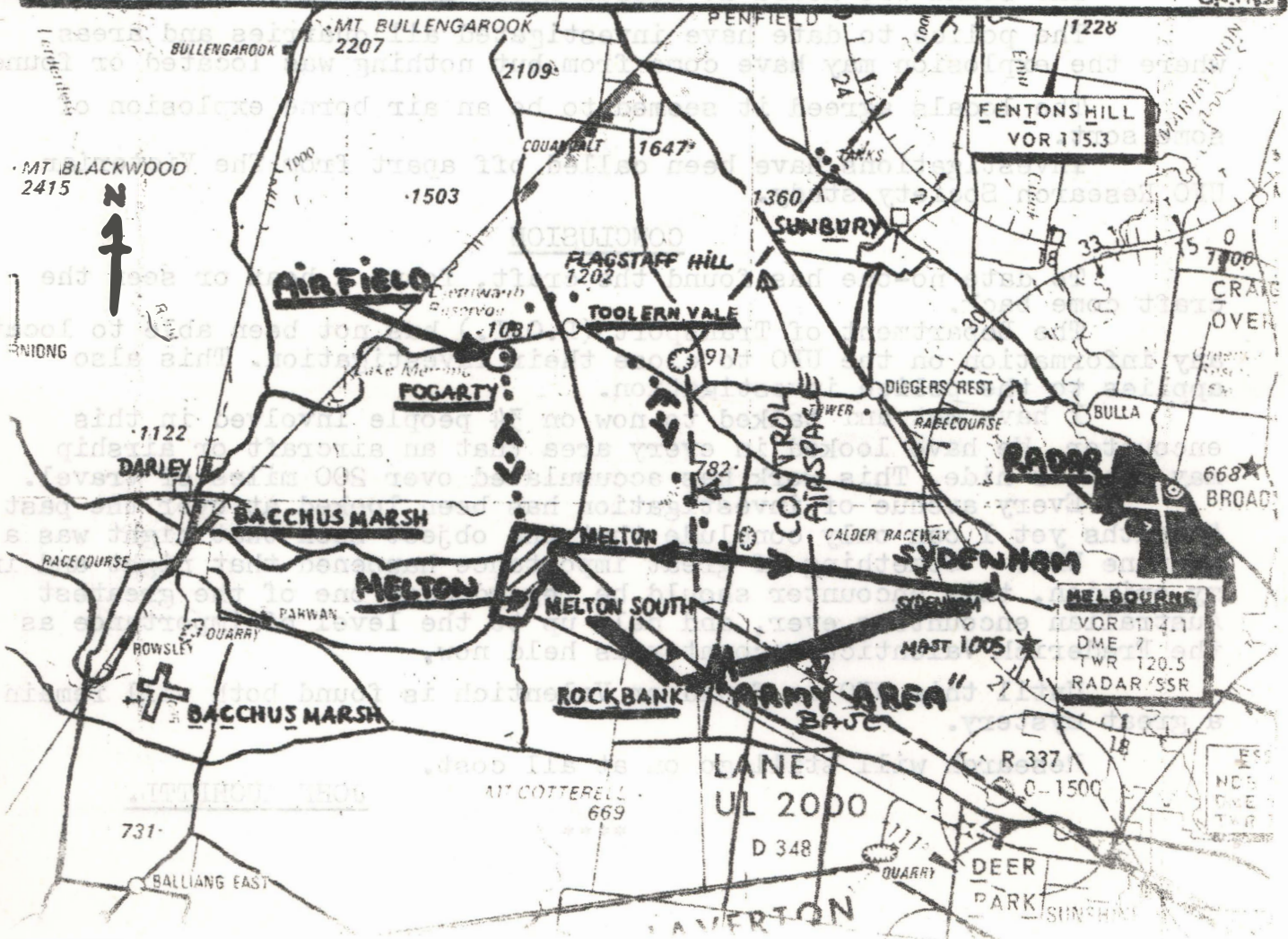
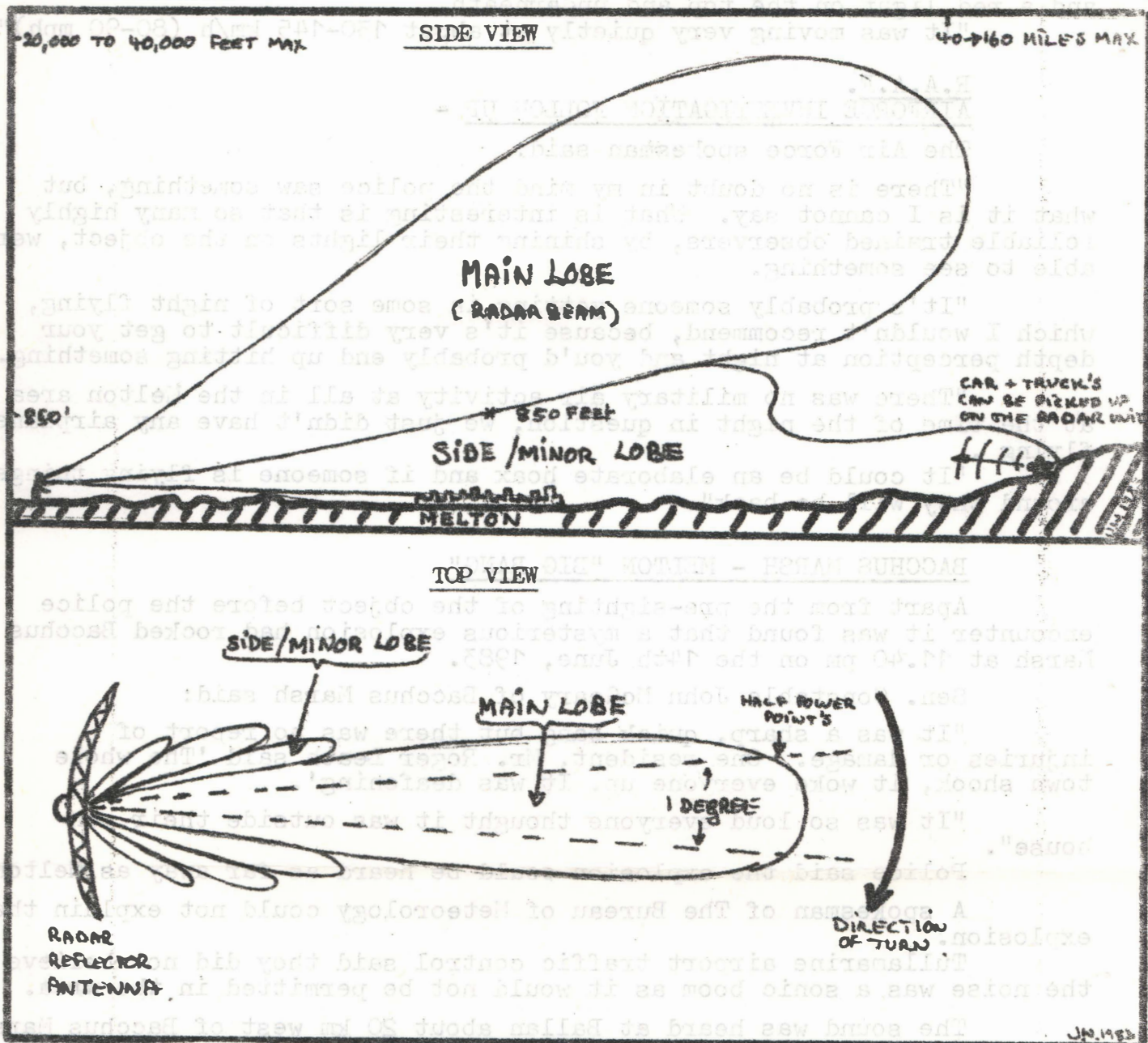
JOHN AUCHETTL.



## RADAR PROPAGATION PATTERN

NOT TO SCALE

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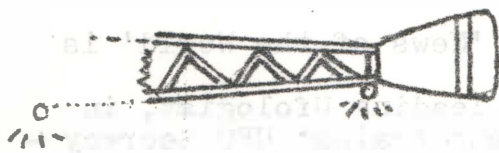
THE MELTON POLICE U.F.O. ENCOUNTER, VICTORIA

21st JULY 1983

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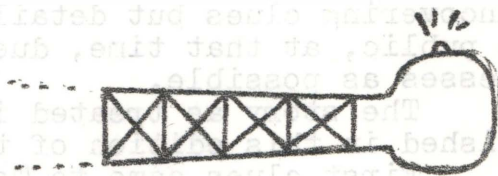
12.40am OBJECT 1 : R.ELLENS

Fig 1



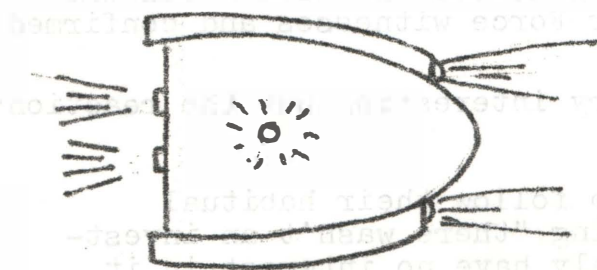
12.40am OBJECT 1 : P.FERGUSON

Fig 2



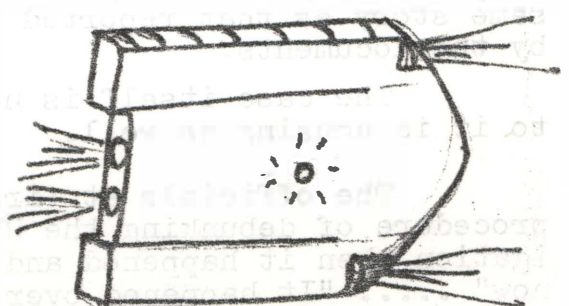
5.45am OBJECT 2 : R.ELLENS

Fig 3



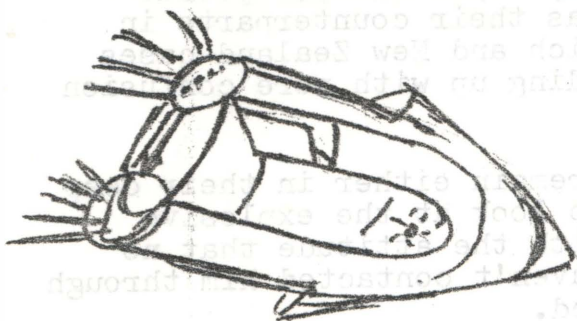
5.45am OBJECT 2 : P.FERGUSON

Fig 4



5.45am OBJECT 2 ; Chief Inspector  
PAUL HICKMANS QUICK SKETCH

Fig 5



5.45am OBJECT 2 ; Sergeant B.HARTMAN

SIDE VIEW

Fig 6



5.45am OBJECT 2: Sergeant B.HARTMAN

FRONT VIEW

Fig 7



5.45am OBJECT 2; Sergeant B.HARTMAN

REAR VIEW

Fig 8





7

ON THE UFO TRAIL.....by Paul Norman

Early this year, VUFORS was active concerning investigations of an outstanding encounter which had taken place on December 27th, 1980, in the U.K.

Investigators on both sides of the Atlantic were in the process of uncovering clues but details of the investigations were not to be made public, at that time, due to efforts being made to find as many witnesses as possible.

The story as treated in the British 'News of the World' is published in this edition of the Bulletin.

First clues came to Tony Fawcett, a leading Ufologist, in Connecticut. Tony is a member of The Citizens Against UFO Secrecy - (CAUS).

The first informer, approached Larry after attending some of his UFO lectures and reported the incident-which took place while he was on active duty in England at the time of the event.

Armed with this information revealed by the witness, Fawcett filed a claim for the documents concerning the strange encounter. After some denials, contradictions and dithering, documents were finally secured.

Fawcett then contacted the British UFO Research Association - (BUFORA) in Britain who had two investigators working on the case. They were in touch with personnel of the R.A.F. and were given the same story as that reported by U.S. Air Force witnesses and confirmed by the documents.

The case itself is not only very interesting but the reaction to it is amusing as well.

The officials at first tried to follow their habitual procedure of debunking the UFOs by saying "there wasn't an investigation when it happened and we certainly have no interest in it now" ..... "It happened over Christmas when people were seeing coloured lights all over the country. The spokesmen were apparently unaware that documents pertaining to the encounter were already in the hands of Ufologists.

A journalist with the 'Daily Mail', who got no further away from his typewriter keys than the teapot tried to denigrate the story by saying it was a lighthouse nearby! The British pseudo-academics followed an identical pattern as their counterparts in Australia regarding the Frederick Valentich and New Zealand cases beginning with the hoax approach and winding up with more confusion than when they started.

The professors of impossibility remain either in their deep dogmatic slumber or are too frightened to look at the explosive documents. Then there is a professor with the attitude that no landings have taken place because they haven't contacted him through his radio telescope for permission to land.

Another professor has indicated that although beings may have visited this planet thousands of years in the past and the possibility exists they may arrive thousands of years in the future, it is impossible for them to do so now!

Thus the scientific community as a whole overlook the strange activity all along the UFO Trail.

\*\*\*\*\*

CHECK THE BOX! YOUR SUBS MAY BE DUE!



U.F.O. LANDS IN SUFFOLK ...and that's OFFICIAL

Cr. "News of the World",  
London, England.  
2nd October, 1983.

A UFO has landed in Britain - and that staggering fact has been officially confirmed.

Despite a massive cover-up, 'News of the World' investigators have proof that the mysterious craft came to earth in a red ball of light at 3 am on December 27th, 1980.

It happened in a pine forest called Tangham Wood just half a mile from the United States Air Force Base at RAF Woodbridge, in Suffolk.

An American airman who was there told us that there were three beings wearing space suits within the craft.

Farm cattle and forest animals ran beserk as the sloping silver craft, about 20 ft. across, silently glided to earth in a blinding explosion of lights.

About 200 military and other personnel, British and American, witnessed the astonishing event. The airman said the visitors seemed to be expected.

A few nights later a series of fast moving objects with powerful lights were spotted over the base by a number of airmen.

It sounds like aliens coming to earth in the film "Close Encounters" but the PROOF that an iUnidentified Flying Object landed in Britain is irrefutable.

The key witness is Lt.Colonel Charles I. Halt, Deputy Commander of the U.S.A.F. 81st Tactical Fighter Wing stationed alongside the R.A.F. at Woodbridge.

With the help of UFO experts in Britain and the U.S. we have obtained a copy of his official report on the incident.

On official U.S.A.F. notepaper and headed "Unexplained Lights" Colonel Halt wrote

"Early in the morning two U.S.A.F. security police patrol men saw unusual lights at RAF Woodbridge".

Pulsing...

"Thinking an aircraft might have crashed or been forced down they called for permission to go outside the gate to investigate.

The on-duty flight chief allowed three patrol men to proceed on foot.

The individuals reported seeing a strange glowing object in the forest.

The object was described as being metallic in appearance and triangular in shape. Approximately 2 to 3 metres across the base and approx. 2 metres high; it illuminated the entire forest with a white light.

The object itself had a pulsing red light on top and a bank of blue lights underneath. The object was hovering or on legs.

As the patrolmen approached the object it manoeuvred through the trees and disappeared.

At this time the animals on a nearby farm went into a frenzy. The object was sighted approx. an hour later near the back gate.

The next day three depressions 1½ inches deep and 7" in diameter were found where the object had been sighted on the ground. The following night, the Colonel reported, that the area was checked for radiation and readings were found in the depressions and on a tree.



His report goes on -

"Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and disappeared.

Immediately thereafter three star-like objects were noted in the sky, two objects in the north and one to the south, all of which were about 10 degrees off the horizon.

The objects moved rapidly in sharp angular movements and displayed green and blue lights. The objects to the north appeared elliptical through an 8-12 power lens.

They then turned to full circles. The objects to the north remained in the sky for an hour or more.

The object to the south was visible for 2-3 hours and beamed down a stream of lights from time to time. "

Numerous people, including himself, witnessed these events, Colonel Halt concluded. Last week he declined to say anything further when we called on him at the base.

"This is a very delicate situation", he said. "I have been told very clearly that I could jeopardise my career if I talk to you about it".

But just before filing his report Colonel Halt sought advice from the RAF Base Commander Squadron Leader Donald Morland who told me

"The Colonel sat in my office and was a very worried man".

#### Truth

"The first I knew of these events was when he came to me and related what he had seen. I know Col. Halt well and respect him and I fully believe he was telling me the truth.

"Whatever it was, it was able to perform feats in the air which no known aircraft is capable of doing. I put the events the Colonel related to me down to inexplicable phenomena."

The Colonel's report confirms the strange events in the forest that night, but lacks the eye-witness detail given to us by Art Wallace, a U.S.A.F. security policeman, now back in America as a civilian.

He was sent to the site in a convoy of military vehicles from nearby Bentwaters that night and describes what he saw -

"We looked up in the sky and saw a red ball of light coming towards us from over the trees.

There was no noise, no sound at all. We were all mesmerized. All of a sudden, the red light exploded. The place was filled with an explosion of colours, all kinds of colours. We were momentarily blinded and when the colours died down there was a machine. Art said there were beings in the craft but he could not see them as he was on the wrong side.



## Silver

"But others did. They said there were three wearing silver suits".

Art Wallace - we have changed his name for security reasons tells his story on page 3 today. One theory is that the craft was a military space vehicle returning to earth from a top secret mission, but that would hardly explain why Colonel Halt knew nothing of it.

Last word goes to gamekeeper Roger Boast, who lives in his cottage near the air base... "Something happened that night. The cattle in a nearby field ran amok, and deer and rabbits ran from the woods. It was all very strange".

.....

## NO HOAX SAYS THE AIR CHIEF ...

THERE HAS BEEN NO HOAX SAYS THE MAN WHO WAS IN CHARGE OF THE U.S.A.F. BASE AT WOODBRIDGE WHEN THE U.F.O. CAME DOWN....

The Wing-Commander, now Brigadier-General Gordon Williams, said back home in America...

"I recall Lt.Colonel Halt's report. I don't know exactly what happened. It is all there. He is not a man who would hoax the British Ministry of Defence, or the American Air Force Department."

Despite official silence 'News of the World' reporters discovered that the UFO had been tracked on radar by the RAF 50 miles away from where it landed. Radar technicians reported "Tracing unidentified object".

They followed its progress across the east coast until it disappeared from the screen.

U.S.A.F. Intelligence officers later checked the tapes of all radar installations in the area.

....

## STILL MORE REVELATIONS IN THE STORY THAT GRIPPED THE NATION....

### - UFO LANDS IN SUFFOLK

### THE SINISTER PLOT TO HUSH UP THE TRUTH ....Cr. 'News of the World'

London, England.

9th October, 1983.

A former Ministry of Defence official has backed the 'News of theWorld' demand to end the huge cover-up on the UFO that landed in Britain.

"I must speak out" he said. "The Ministry of Defence know far more than they are prepared to say. But now they have an obligation to tell the nation what occurred that night in a British wood".

The official spoke as two other astonishing facts came to light following our dramatic revelation last week of the UFO landing in Tangham wood near RAF Woodbridge, Suffolk.

\* Secret Service agents "invented" a plane crash as part of an elaborate plot to hush up the UFO incident at 3 am on December 27th, 1980.

\* An American airman is convinced he was brainwashed by interrogators to blot out all memory of the alien craft.



### Baffled

The Defence Ministry official was an assistant Under Secretary of State a post that allows access to top secret papers. He is still bound by the Official Secrets Act so cannot be named. He said "It is in the public interest to push this hard. What worries me is not what the Ministry may be concealing. It's the alarming possibility that they may be trying to brush under the carpet something stupendous which has got them baffled as the rest of us".

### Hope

He said..."It will probably pay official circles to let you go on down this line. On past form, public interest will peter out in a week or two.

"The Ministry and others can then settle back on their haunches and hope it doesn't happen again".

What the man from the Ministry thinks really happened is amazing. He reckons top secret space experiments could have been carried out over England - and something may have gone dramatically wrong.

"Those who have been following the UFO phenomenon in recent years were aware of this incident.

"Enquiries produced the usual blank at the time but there was sufficient unease in the response on the American side to suggest that something very significant had happened".

"Congratulations to the 'News of the World' on bringing the matter to public notice. Now questions need to be pressed vigorously in the House of Commons - and they should be answered".

Farmers and forresters living in the remote countryside KNEW something mysterious had happened that December night. Within days, United States airmen who share the Woodbridge base took action.

### Rumours

They deliberately spread rumours that a plane had crashed. At the same time they visited radar stations which litter the strategic East Anglian region, and discovered that some stations had recorded the UFO on tapes. The Americans confiscated those tapes. And Admiral of the Fleet, Lord Hill-Norton, former Chief of Defence Staff, said there IS an official cover-up policy on UFO sightings.

He revealed in an exclusive interview that every year there are 10 to 15 visual or "Radar-telling" sightings over Britain.

All are reported to the Ministry of Defence's special UFO unit.

"But after the reports arrive there you never find out what happened" said Lord Hill-Norton.

"It's my contention that there is a deliberate cover-up by governments in the United States and here".

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DON'T FORGET YOUR SUBS!



## SKETCHES THAT WERE HIDDEN AWAY....

People from all over Britain have reported UFO sightings since the 'News of the World's' exclusive story last week.

Engineer Mr. Leslie Frost, 48, claims to have seen monster space ships in 1980 near his home Hopton, Norfolk. He says "What I saw on August 10th, 1980, could not have been built by human beings. We don't have the technology to put into the air a vast structure 600 ft long by 120 ft tall - which my engineering training tells me must weigh 35,000 tons compared with the 2000 tons of the space shuttle."

"Yet I saw two of these plus a triangular smaller machine along the lines of the illustration in last Sunday's 'News of the World'. I watched these machines for half an hour with my wife from our garden".

C.B. enthusiast Graham Herring says his radio log has been siezed by government men because he sketched a UFO in it.

### Promised

Graham, 34, made two drawings of a cigar shaped object which hovered near his home in Hinkler Road, Southampton, three months ago.

His account of the mystery aircraft appeared in his local newspaper.

"Shortly afterwards, two men came to my home and said they were from the ministry" said Graham. "They were very interested in my sketches of the UFO and asked if they could borrow them to show some experts. They promised they would return them but they never did."

Graham made new sketches from memory.

Mr. and Mrs. Ray Webb and their daughter Hayley, 15, had an uncanny experience near where the UFO landed in Suffolk - and on the same night. Said Mrs. Webb -

"We were driving home to Mertlesham, near Woodbridge, at 2.30 am, when Hayley said "Look at that star - it's following us". We could see a bright white light keeping level with us as I drove along at 30 m.p.h.

"When we stopped, the light stopped hovering above us without a sound. Then in the blink of an eye it went up and away very fast".

### Hovered~

That same night, near the same spot, on the same road, a white light terrified Robert Newstead "It followed me all the way home to my cottage near Beccles" said Robert.

"It hovered about 6 ft in the air and a few feet behind me, not making a sound. I was scared".

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## THE MAN WHO NEVER WAS - Cr. 'News of the World' Oct. 9th, 1983.

The man whose eye-witness account of the UFO landing first broke the official secrecy barrier, has told of how he was involved in the giant cover-up that followed.

And when he later tried to rejoin the U.S. Air Force, there was no record of his existence.

Airman First Class Art Wallace - an assumed name - told us how he saw the strange triangular shaped craft come in to land. He said he was under strict orders not to talk about it.

"It seems far fetched in the cold light of day." he said, "but I have a feeling I was drugged in some way. After the forest



incident I woke up in the barracks without knowing how I got there".

Wallace said he remembers thinking a few days later that he was in an underground cavern, being shown films of American astronauts on the moon.

### Records

In the background were strange spacecraft. But he says, it was all part of the bizarre brainwashing efforts of U.S. Intelligence agents.

The lengths the American Secret Service appear to have gone to cover up the landing of the spaceship are extraordinary.

Art Wallace said that after leaving the Air Force, he was unable to find a job and tried to re-enlist. But he was told that he could not since there was no record of his ever having been in the USAF.

A colleague, John Burroughs, who also witnessed the landing of the brightly lit craft, has never existed either, according to air force records.

Yet Burroughs did speak to Lieutenant Larry Fawcett, 44, Deputy Police Chief, of Coventry, Connecticut - who is also Deputy Director of Citizens Against UFO Secrecy - and confirms the evidence given by Art Wallace. Even Lt.Col. Charles Halt, the Deputy Commander of the base, who saw the incident and prepared an official report on it, was given strict orders to stay mum.

Col. Halt told us "This is a very delicate situation and I have been told very clearly that I could jeopardise my career if I talked to you about it".

### Delicate

"People who know about what happened are scattered to the four corners of America and beyond and are bound by the same regulations as I am. It has been made clear to me that there is no loophole".

CHANGE OF ADDRESS?.....TELL US.



## UFO LANDS IN SUFFOLK - THE AIRMAN'S STORY

### THE FOREST EXPLODED WITH BLINDING LIGHT

Cr. 'News of the World', London,  
England. 2nd October, 1983.

The first terrified thought to penetrate U.S. airman Art Wallace's brain as he saw Britain's first authenticated UFO landing was that he was seeing something from Star Wars.

To Art, the mystery machine that landed silently in a forest in an explosion of red light looked like "the spaceship from the movie". He told me "It appeared to have a triangular shape and was covered in pipes, and valves and things."

"It was about 20 ft across the bottom with sloping sides up to the top 12 to 15 ft high ... certainly big enough to handle people".

The rendezvous with the unbelievable came in the early hours of December 27, 1980, after he was ordered into a jeep at RAF Bentwaters, Suffolk, where he was a security guard.

The jeep drove in convoy towards RAF Woodbridge, then pulled up at the edge of lonely Tangham Wood.

Said Art: "We were all told to hand in our weapons. I had an M16 rifle. Then we took lights into the woods."

"Amazing things seemed to happen even then. I noticed animals running in panic from the forest."

"Fuel guages on the vehicles registered empty when we knew they were full. As we approached a clearing we could see some very bright lights."

"We were a bit shook up when we came across a U.S. medic treating one of our security police who appeared to have broken down and was crying."

"The clearing was full of RAF and USAF security people - about 200 of them. Extra movie cameras has been set up and choppers were flying above."

"Then we saw an object. It appeared to be resting on the ground and looked like a giant aspirin. It was transparent. We were in awe, never having seen anything remotely like this. Nearby, there was an airman carrying a radio. Suddenly, we heard a chopper pilot telling him: "Here it comes". We looked up and saw a red ball of light coming towards us from over the trees. In the distance, it looked about 150 ft high and appeared to be coming in to land."

"It came down right over the transparent aspirin on the ground. There was no sound at all. We were all mesmerized. All of a sudden the red light exploded. The place was filled with an explosion of all kinds of colours."

"We were blinded. When the colours died down, we looked again and there was a machine there."

"A captain motioned us to approach the ship. We walked up close enough to touch it, it was giving off a metallic blueish light. There were three groups of about four security men each circling the thing. I could see our shadows on the craft."

"As we walked they moved. But when we stopped, the shadows seemed to take another pace. It was weird. Suddenly, a green light came on at the top of the space-ship."

"It moved down the sides of the craft until it reached our heads then bounced from one to the other along the side. Just like the ball bounces in a video game."

### Shadows

"Then I realized the space-ship was inhabited. There were beings aboard. I didn't see them because I was on the wrong side of the craft, but others did. They said there were three, and they were wearing silver suits. I had a strange feeling and seemed to black out."



"The next thing I knew, it was about 5 am and I was waking up, lying half across my bunk. I still had my uniform on and was up to my knees in mud. To this day, I don't know how I got back to the barracks, and what happened after I saw the green light bounce off our shadows.

"My room-mate said I'd been brought into the room by some people - he didn't know who - and just slumped on the bed. Later that day, myself and several of the guys who had been at the field were given the once-over with a gieger counter but we were never told why or what the results were.

"We were all called to the base security office at Bentwaters, and told what we'd seen had been classified Top Secret. Several civilians were doing all the talking; we took them for C.I.A.

"They said that if we ever told the story, no-one would believe us. One guy added that if we did talk then bullets were cheap. "I thought 'This guy is actually threatening our lives'. He obviously meant it.

"Looking back, the one thing that bothers me is that the officers and civilians present seemed to know all about it. They weren't all that surprised."

Art Wallace - that isn't his real name - was honourably discharged from the U.S.A.F. in June, 1981. He is now aged 22. If named, he could be jailed for saying what he saw.

Attempts to penetrate the mystery have been made by two Suffolk UFO spotters, - Mrs. Brenda Cutler, 36, of Leiston, and Mrs. Dorothy Street of Oulton Broad.

Said Brenda "We met a wall of secrecy".

But they linked up with American UFO expert Larry Fawcett, who questioned Art Wallace and obtained a copy of the report on the incident by Lt.Col. Halt, USAF Deputy Commander at RAF Woodbridge.

The Colonel later saw us in his office said Brenda. "He was upset because the report had leaked out, but then became helpful. He even pointed out on our map the place he said the craft had landed."

At the Defence Ministry in London, a spokesman would only say "We are aware of the report, but this is a matter for the USAF, not us".

But a USAF spokesman at Mildenhall, Suffolk, said "All reports of this incident are now with your Defence Ministry".

#### YES, IT IS TRUE

UFO expert, Larry Fawcett, - a police lieutenant in Connecticut says "I am sure an alien flying craft did land in that forest.

"Despite intensive questioning Airman Wallace has never been caught out in a lie. We also have corroboration of his account. It is doubtful if any person, never mind several, could make up such a story.

Lt. Fawcett, 46, a chief of the American organization Citizens Against UFO Secrecy, added "Both the British and American military know an awful lot more about this than they have ever told".

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MEMBERSHIP/SUBSCRIPTION FEES.

Over the past six years the cost of printing and mailing the Australian Bulletin has soared but to date we have been able to keep fees static.

Unfortunately, recent price increases have necessitated a reassessment of the position and commencing the 1st January, 1984, the new fees will be as follows:-

AUSTRALIA \$6  
OVERSEAS \$US8

Whilst nobody welcomes another price increase in these inflation-ridden times, it is interesting to note that this will be the first increase of V.U.F.O.R.S. fees in 6 years, and only the second increase in 19 years.

This in itself is quite remarkable, but we believe the credit belongs to the members of VUFORS, not only for their loyalty over the years, but also their support when the Society is marketing various items.

Publications such as the Australian Flying Saucer Review Annual have been very popular and sales of Society windcheaters, T-shirts, car stickers and cloth badges have been most encouraging. The modest profits from these items have helped V.U.F.O.R.S. to keep membership fees at a nominal level and contributed to the success of our Society.

Clive Yates

Treasurer.

WINDCHEATERS AND T-SHIRTS.

SOME LUCKY MEMBERS ARE ALREADY WEARING THEIR T-SHIRTS AND WINDCHEATERS.

T-SHIRTS ARE WHITE WITH VUFORS EMBLEM ON THE LEFT CHEST.

WINDCHEATERS ARE NAVY WITH CLOTH BADGE STITCHED ON LEFT SIDE.

COST OF T-SHIRT IS \$7.50

POST PER T-SHIRT - VICTORIA 90¢. INTERSTATE \$1.00

COST OF WINDCHEATERS:

CHILDREN'S - SIZE 24-32 \$13.00

ADULTS - " 34-40 \$15.75

ADULTS - " 42-46 \$16.90

POST - VICTORIA \$1.30; INTERSTATE \$1.50

PLEASE NOTE ; FOR ORDERS OF FIVE OR MORE GARMENTS 10% DISCOUNT APPLIES.

ORDERS WILL ALSO BE TAKEN AT GENERAL MEETINGS OR PICKED UP FROM COMMITTEE PERSONS' HOUSES THEREBY SAVING POSTAGE.

REMEMBER: EVERY GARMENT SOLD BENEFITS YOUR SOCIETY.

GARMENTS ARE NOW IN STOCK..... PLEASE ALLOW AT LEAST

10 DAYS FOR DELIVERY....

MEMBERS ARE REMINDED THAT IT IS AN OFFENCE TO SEND CASH THROUGH THE MAIL. WE HAVE IN THE PAST HAD MONEY GO ASTRAY IN THE MAIL. PLEASE SEND CHEQUES OR MONEY ORDERS.



BOOK REVIEW.

John Auchettl.

"ANATOMY OF A PHENOMENON"

By Jacques Vallee.

Book No. E229

210 Pages

7 Chapters

Ed. 1965.

Contents - Index/Bibliography

One of the great unanswered questions of the space age is that posed by the continual flow of UFO reports from witnesses throughout the world. They constitute a phenomenon of such dimensions as to be worthy of a detailed and unbiased scientific study.

Anatomy of a phenomenon is such a study. Standing aloof from the scoffer and the fanatic alike, the author examines the modern and historical data which have contributed to the flying saucer legend.

He discusses in detail the unsolved cases occurring between 1947 and 1964, a period of high activity which is susceptible to thorough research.

Drawing upon the collection of documents in Europe and the UFO files of the U.S. Air Force, he presents the full analysis of these sightings by reliable witnesses which cannot be readily explained.

He also discusses critically, present methods used to examine the phenomenon, and proposes a scientific system of classification. He concludes with a review of the more speculative theories advanced to explain UFO's and the many hypotheses which were once left to writers of science fiction, but which are beginning to undergo serious scientific scrutiny.

"Flying saucers do exist" The products of an incredibly advanced technology, they have manoeuvred in the skies and on the ground in pursuit of some plan whose purpose, origin and motivation are at present entirely beyond our conjecture" Thus wrote Aime Michel in his best selling book "Flying Saucers and the Straight Line Mystery". Jacques Vallee's, Anatomy of a Phenomenon is a complementary book with equally wide appeal.

Jacques Vallee was born and educated in France, holds - degrees in Mathematics and Astronomy. He has done research in the fields of Artificial Satellites, Microwave and Radar Technology, and Computing Science. He was a consultant on N.A.S.A.'s "Mars Map" Project and has been a Research Assistant at MacDonal Observatory.

LETTER TO THE BULLETIN.

T.G. of Benthleigh asks:- 'how long a chemical trace might last in the soil where a UFO has landed. You see my brother thinks he might have found a landing site many years ago and I was wondering if any traces still might be present - thank you

T.G. - Unfortunately, there are no obvious patterns regarding the traces of chemicals in the ground, and the length of time they remain present after the UFO landing. There are so many variables involved, e.g. the nature of the UFO, the weather and terrain conditions at the time of the landing, the type of chemicals secreted etc., that in some cases, traces of foreign chemicals have all vanished within a matter of hours, whereas the chemicals are still present after many years in other cases.

It may well be that the landing sight your brother thinks he found, may still have traces of unusual chemicals, and might therefore still be worth investigating.